RICHMOND'S RAILROADS.

DESPITE THE BUSINESS TROUBLES THEY MAKE GOOD SHOWINGS.

Facts and Figures Setting Forth the Finaneisl Condition of the Several Lines-Earnings and Expenses.

(Written for The Times by Mr. Robert Lancaster Williams, of the banking firm of John L. Williams & Sons.)

A year ago, in reviewing the opera-tions of our railroads, we were surrounded on all sides by receiverships and failures; and earnings exhibited an array of de-creases disheartening in the extreme. Now, however, we seem to have at last arrived on vantage ground from which A year ago, in reviewing the operations of our railroads, we were surrounded on all sides by receiverships and tanines; and carnings exhibited an array of decreases disheartening in the extreme.

Now, however, we seem to have at last arrived on vantage ground from which we can view the approaching dawn of an era of great prosperity.

Braiches, 6.29 miles, total, 85.04 miles. The property is kept in first class condition, and the road is laid with fifty, fifty-six, and sixty-seven pound steel rails. Gross receipts for operating for year ending June 20th, \$23,29.67; other sources, \$23,191.25. Earnings show a falling off from the previous year, which however, was the

era of great prosperity.

The year just closed will long be a memorable one in the history of raitroading; orable one in the history was there been exhibited such powerful factors to operate against the earning power of the

There have been at various times in different sections floods, forest fires, ferent sections floods, forest fires, ferent sections floods, forest fires, ferent sections floods, forest fires, forest fires, ferent sections floods, forest fires, forest fires, forest strongly conditions. All of these, added to local influences. All of these, added to the general depression of business existing throughout the world in general, intensified in the United States by protrate in the transportation lines, which are dependent upon business activity and prospectify for their carnings, to their uttered to endurance. Even the illness and subsequent death of the Czar of Russia, subsequent death of the Czar of Russia, thireatening the peace of Europe, and the thireatening the peace of Europe, and the chinese-Japanese war have had a certain influence in delaying a return to confidence and life.

As all indication of depression existing it might be well to note the phenomenal amount to which the surplus reserve of the New York city banks has reached, going up as high as Sill, £2,568, and gradually declining with the restoration of confidence and improvement in general conditions. The rate for call loans in New York city has averaged the greater part of the year at 1 per cent.

The nearest approach to this condition before was in 1881, when during several months rates ranged from 3 per cent. to flat on call loans. That its, parties were willing to loan money, at times, free of interest on collateral, to enable them to distribute their risk.

MME SIGNIFICANT FIGURES,

SOME SIGNIFICANT FIGURES,

The number of miles of railroad con-structed during the year ending Decem-ber 31, 1894, is 1,393, the smallest num-ber with one exception since 1896. Railroad construction has been steadily de-creasing since 1887, when the number of miles built was 12.878. The indications are that a large mileage will be recorded

partments of industry, that there can be no general prosperity when the railroads are not prosperous. The following figures will amply justify this assertion. In the United States there are W9,673

miles of railroads, representing a capital-ization and other liabilities of upwards of \$11,500,000,000.

of \$11,550,000,000.

During the fiscal year ending June 30, 1893, it is interesting to note that passenger train mileage was 340,352,311 miles, carrying 628,965,973 passengers. Freight train mileage for the same period 631,240,754, moving 751,464,680 tons of freight. Since October. 1893, the country has been making gallant efforts for a return to normal conditions, and the progress has been made in spile of many and great vickssitudes.

The iron trade being considered a barometer of general conditions, and being especially interesting on account of its great importance to our transportation lines, it is well to note the following:

In October 1893 the number of furnaces in blast was 114, with a weekly capacity of 72,895 tons, which was the lowest point

of 73.85 tons, which was the lowest point after the pane of 1833. There was then a slow recovery, increasing in strength, in February and March, and by April the number of furnaces in blast was 14.

TROUBLE EVERYWHERE, Then when there seemed a hope of general improvement and renewal of business came the strike of the coal miners. ness came the strike of the coal miners, on April 21st, followed by the great rail-road strikes and lockouts, and all the progress we had made speedily vanished, and by June 1st the number of furnaces in blast was reduced to 88, with a weekly capacity of 67,517 tors, after which time there was an expansion, and by September

number was increased to 171. The lowest point in the depression of railroad earnings was reached in the month of May, when all the disturbing factors possible seemed to have gathered

The general duffness, aggravated by dilatory action of Congress on tariff legislation, was strengthened by the coal legislation, was strengthened by the coat strike, almost the only important mines which were kept open being those along the line of the Norfolk & Western. This was followed closely by the great railroad strike and bekent, and in the latter part of May came the destructive floods which did so much damage in Pennsylvania, Colgrado, Montana, Washington and Oregon.

vania, Colorado, Montana, Washia gtor, and Oregon.

Another factor was the low price at which wheat was seiling, which was about half the price of the previous year, causing the farmer to hold back his crop, as it did not pay to send it to market. This caused the receipts in the primary markets to June 2d to fall off about 50 per cent. All of these influences had a direct effect on the railroad carnings in May. Since that time there has been a decided and growing improvement. been a decided and growing improvement.

THE SOUTHERN ROADS AREAD.

During the first six months of the preent year the gross earnings of the rail-roads in the United States showed a de-crease of \$100,005,000, the only roads of any importance showing any increase at all being two Southern roads.

The southern group makes much the best showing of all, its decrease in gross earnings being only 9 per cent, while the decrease in gross earnings of the north-western group was 17 per cent.

There seem to tave been some especially aggravating factors in the different sections of the country, as, for instance, the coal and railroad strikes throughout the middle, western and northern States, crop failures and forest fires, in the west and northwest, and strikes in New England, white in the vector and to have not been fell. South such troubles have not been felt

to any degree We in the South have had no great strikes; our coal mines have at times sup plied the country, our crops have been phenomenally darge, for instance a corn crop of 500,000,000 bushels and a cotton crop of 7,500,000 bales, and indications of a renewal of business are felt everywhere. By examining the earnings of railroads in various sections of the country in groups it will be found that the gross earnings for the first eleven months of the southern roads show a decrease of plied the country; our crops have bee

the southern roads show a decrease of only 3.9 per cent., while the second small-est are eastern roads, which show a decrease of 10.4 per cent, the largest decrease being the Grangers, 14.2 per cent.

The importance of the railroad as an industrial factor in Virginia may be appreciated by the fact that there are in Virginia 4,579 miles of railroad, represent-ing a capital of \$159,500,000, and a bonded debt of upwards of \$30,500,009.
We give below the result of operations of some of the principal railroads in Vir-

RICHMOND AND PETERSBURG RAILROAD.

The Richmond and Petersburg railroad is a part of the Atkantic Coast Line. Its track is laid with fifty-six and seventy nd steel rails, and the property is t up to the Atlantic Coast Line stan dard. Trains can be run at seventy miles an hour with maximum safety. Gross carnings for year ending June 30, 1894, \$366,707.97; other receipts, \$6,003.97;

20. 1894. 2305.707.97; other recepts, 25,03.37; oxpenses, \$247,517.78; interest and dividends, \$101.50; net surplus, £23,744. a falling off in gross receipts of \$34,-127.50, and in net \$25,284.38. In comparing these two years, however, it will be well to bear in mind that the greylous year was the largest in the properties of the Richmond and West Point Terminal Company was that their maintenance and repairs had been negretious year was the largest in the

For the four months ending November

For the four months ending November 1, 1891, gross earnings were \$110,469; expenses, \$34,769, leaving \$25,691, an increase in gross carnings of \$8,685.

There has been declared a semi-annual dividend of 3 per cent., payable

RICHMOND, FREDERICKSBURG AND POTOMAC. The Richmond, Fredericksburg and Kotonac railroad was chartered February 25, 1834. Main line from Juantico to Richmond, 78.75 miles, leased and braiches, 6.29 miles, total, 85.64 miles.

account of general depression in business, but as will be seen by the following ngures the carnings are again increase

PETERSBURG FAILROAD CO.
Gross earnings to June 36, 1894, \$507,599.22; experses, \$238,688.65; net earnings, \$169,-231.17. Operating expenses to gross earnings, \$6.7 per cent.

Notwithstanding the fact that during the past trying year about twenty-seven miles of light rails have been replaced by new seventy pound steel rails at a cost of \$16,000, which were charged to operating expense, the net earnings only decreased \$16,390. The branch line around Petersburg connecting the Petersburg railroad and the Richmond and Petersburg railroad, which is being constructed by this company, is almost completed.

This branch line skirts along the corporate limits of Petersburg and is about six miles long.

porate limits of Petersburg and is about six miles long.
Eighty-four per cent, of the business of the Petersburg railroad is through business, and this through business had to travel over the streets of Petersburg at a slow rate, and across the tracks of the Norfolk and Western railroad.

This construction was begun at a most opportune time, and when completed will probably be the cheapest piece of railroad construction ever built in the United States.

The actual cost of the iron bridge will

The actual cost of the iron bridge will be \$15,000, while the estimate made in 1882 was \$10,000.

The completion of the Manchester and Augusta road from Sumter to Denmark makes the Atlantic Const Line the shortest rail route from New York and Washington to Aiken, Augusta Macon, and

est rail route from New York and Washington to Aiken, Augusta, Macon, and Southwestern Georgia.

Gross earnings for four months to November 1, 1894, were \$161.784; expenses, \$82.-741.19; showing an increase in gross earnings of \$9,443, and of net, \$21.505.

CHESAURANE AND OHIO BAILBOAD.

CHESATEAN AND ONIO RAILBOAD.

Notwithstanding the many adverse conditions operating against this company, it was able during the last fiscal year not only to earn all its fixed charges.

not only to earn all its lixed charges, but also a small surplus.

The figures being net earnings, \$3,016,-289; expenses being \$3,002,229.

The management have reason to feel gratified with the result of the year's work, for in spite of the great industrial depression, especially in the iron industry, and of the fact that during the year the company had to contend with one hundred days of coal strikes, they more than met their charges, Such a

to endure again.

These good results have been rendered possible by the superior condition of the

During the past year several miles of 70 pound steel rails have been taken up and replaced by 100 pound rails, it being the policy of the company to put in as heavy a rail as any of the eastern trunk es. During the year the gross earnings off \$1,262,762, but this was almost met a reduction of \$1,105,633 in expenses. the net earnings only falling off \$187,000.

On account of the excellent condition of the property the average train load has ocreased to 301 tons against 283 tons ast year and 250 tons the year previous. The average train load of the New York Central being only 20 ters.

This is the first year in several years that there has been any set back in the steady improvement that the road has been making, as will be shown in the following table:

NEAT ENDING JUNE 30.	1990.	1891.	1808.	5657	2
Mies operated Gross Earning: Operating Expenses, etc	\$7,161,069 or 5,611,969 or 78 per et-	\$8,127,111 09 6,083,218 20 75 per ct.	993* 6,731,731 93 73 per of.	#0.001.29 11 \$10.38.810 AF 6.731.731 PR 7.18.28.00 AF 7.38.00 AF 7.38.00 AF 6.00 AF 6.	\$9.043 6.027 67 pq
Net Interest on Funded Debt. Loss on Grain Elevator, etc.	1,519,981 13	2,043,591 29 1,821,781 26	2,572,867 88 1,881,548 39	2,301,040,78	3,016
Deficit.	197,861,78	219,8:0 73	391,319 09	65,000 30	7

The President in his last annual reporsays that six now steamers have be-purchased and put in the European Steamship Company's line, and the development of business from that source of the has fully met the expectation of the directors. Exports from Newport News for eleven months ending Nov. 1st amoun in value to \$12.080,760, flour, wheat, corn. cotton and tobacco aggregating \$10,462,000. Imports for same period amount to

On account of the interruption in mining cutput along its line, which amorated to 190 days, the output and distribution

to 190 days, the output and distribution of coal for the past year was 2,615,955, a falling off of about 422,351 tons.
Earnings and expenses for five months to December 1, 1834, are: Gross earnings, \$4,200,026; expenses, \$2,753,319; net earnings, \$1,446,716, a falling off in gross earnings of \$254. Cost of road and equipment is put down as \$123,254,534; capital stock, \$20,572,409; bonded debt, \$64,19,811. Rather than rell its bonds at reduced prices luring the past year the company commenced. ing the past year the company commenced a bills payable account, which on June 30th amounted to \$1.952,528, against which it held \$2,241,000 4 1-2 per cent. bonds.

history of the company, in both gross and net carnings, and also in the operating expenses of the last fiscal year is included \$23,124 of extraordinary exarces, these lines, because of the constant drains to which they were subjected from obligations assumed etc., had not been able to keep up to the times in this respect, and as a result were to a considerable extent unqualified to han-

a considerable extent unqualified to handie business with economy or to compete successfully with other lines.

The basis, therefore, upon which the
property was to be successfully reorganized was to put it in such physical condition and finished with such equipment
as to enable them to encourage the
growth of the sections through which
they passed, and to carry a larger business at lower rates.

ness at lower rates.
The fixed charges of the new company had to be put at a figure which would be within the ability of the various com-

be within the ability of the various com-panies to earn.

The securities of the new company are as follows: \$120,000,000 first consolidated mortgage and collateral trust bonds, \$00,000 5 per cent, non-cumulative prefer-red stock, \$125,000,000 common stock.

Pt was estimated that about \$101,000,000 brids and \$48,000,000 preferred stock and \$120,000,000 common stock would be necessary to carry out the plan; \$78,000,000 first prior lien bonds as they mature. These securities are issued on a basis of \$22,000 per mile of bonds, \$10,000 per mile preferred stock and \$25,000 per mile common stock.

The fixed charges of the new company

The fixed charges of the new company will be \$1,100,000 in 1894; \$4,700,000 in 1895; and \$5,400,000 in 1895; in 1896.

The depression in the South began in 1800-20, and the year ending June 20, 1801, the gross earnings of the various roads composing the system was \$21,478,000,-000, net earnings \$6,720,000,000. It is certainly reasonable to suppose that with improved facilities these roads will in a few years he able to earn as much as they did in that year. The fixed charges seem, therefore, to be anaply within the earning capacity of the company.

A sufficient amount of cash was raised by assessments and sale of new securi-

by assessments and sale of new securities to pay off floating debts, equipment notes, etc., and to provide \$5,000,000 for construction and improvements along the lines of the road.

lous roads comprising the system cover-ing all lines operated, a mileage of 4.664 miles, for the past few years are as fol-

ı	A		earnings	earnings
i	Year ending	g June	30, \$21,478,940	\$6,729,549
	Year ending	g June		6,012,026
	Year endin	g June	30, 19,487,260	5,257,378
			17,777,763	
	ber 1, 1894	. the	onths ending gross earnings \$1,996,587	

Miles operated for the year ending June 30, 1804, 1,566.54 miles, representing a capi and current liabilities of \$86,31,178. The cost of road and equipment to June 39th is given as \$115,236,528.

The following table will show the growth of the Company in the last nine years.

	1885.	1594.
	Gross earnings2,771,130	9,810,966
	Expenses 1,649,291	6,770,871
	Net\$1,121,829	3.040,005
	Passengers carried 388,087	1,837,014
	Tons frt. moved. 1,199,730	6,339,513
	Coal & coke moved 651,987	3,668,546
	Interest, rent and taxes to	
2	amounted to \$3,357,034, show!	ng a defic
	of \$200,578. Amount set aside	for sinkin
	fund for equipment mortg	nge \$142.10
8	making a total deficit of \$3	
	being deducted from the su	
	previous year shows a sur	olaw on th
	balance sheet of June 30, 1894,	C.F. \$485 892
	balance sheet of June 30, 1894,	to Clotok
	Gross earnings ten months	

The North American Transport Company was inaugurated under the laws of New Jersey in 1891, for the purpose of conducting a general export business from American ports to Europe. After having looked into the advantages of the various Atlantic ports, they decided to estab-lish themselves at Norfolk and made at once traffic arrangements with the Nortraffic agrangements with the Nor folk & Western Railroad. The export trade of Norfolk before the advent of the N. A. T. Co., was confined almost exclusively to the loading of cotton ships during the cotton season, but thre their efforts Norfolk is now ranking high as a grain port.

The increase of business during the short period the N. A. T. Co., has been at Norfolk, has been so gratifying that its promoters formed a new company— The Norfolk and North American Steam shipping Co., limited, for the purpose of building a fleet of modern cargo steamer to fully provide for the growing trade of Norfolk. The first of this fleet, the Lambert Point, named after the terminus of the Norfolk & Western Railroad, has been loaded from Norfolk and is now on her way to Liverpool. The second steam-er-probably the Pinners Point-named after the terminus of the Atlantic Coast Line, will be ready sometime next spring. The establishment of a regular line from Norfolk must, necessarily, build up the export trade, as shippers in the interior ear count with certainty upon their good going forward at a specified time instead of, as heretofore, having to wait the doubtful arrival of chartered ships. The capital of the North American Transport Company is \$250,000, and of the Norfolk & North American Steam Shipping Company (Limited) £200,000 or \$1,000,000.

WORK OF THE POLICE FORCE. What the Preservors of Order Have Done During the Year

The record from the Chief of Police for the year 1894 is as follows: The police force is appointed by the Board of Police Commissioners, consist-Board of Police Commissioners, consist-ing of Hon. R. M. Taylor, mayor and president; and Charles G. Bosher, John F. Jacob, Joseph B. Welsh, Joseph W. Laube, L. C. Figg and Daniel Weinbrunn; Mr. E. B. White, clerk.

The police force consists of 100 officers and men distributed as follows: Police Headquarters, City Hall, Room 12; Major John Poe, Jr., chief of police; John F. Shinberger, clerk; Sergt. A. M. Tomlinson, John T. Hall and L. S. Robins on special duty.

First Police Station, Old Market, Cap-tain J. B. Pleasants, Sergeants B. F. Howard, W. B. Whitlock, James P. Jeter, and G. H. Matthews, and twenty ix patrolmen. ond Police Station, New Market Captain James B. Angle, Sergeants R. T. Seal, J. A. Cosby and Robert J. Brooks

and twenty-five patrolmen.

Third Police Station, Brooke avenu
and Marshall streets, Captain E. P and Marshall streets, Captain E. P. Hulce, Sergeants A. R. Cousins, George W. Epps, W. L. Thomas and W. J. Orange, and twenty-six patrolmen, Officer at Police Court, Sergeant R. N.

Thomas. Four men are detailed for sanitary duty and are under the control of the Board of Health.

Changes in the force during the year-died 3; discharged, 2, appointed, 5 sts made-white 2,407, colored 2,631; total, 6,028. Number of ordinance violations re-ported 3:131; number of fire alarms re-ported 118; number of lodgers, 1,973.

Fugr me Court of Appeals.

The following is a record of the work done at the Supreme Court of Appeals during the year:

Judges-Lunsford L. Lewis President: Benjamin W. Lacy, Thomas T. Fauntleroy, kobert A. Richardson, and Drury A. Hinton.

Clerk-George K. Taylor.

Reporter-George W. Hansbrough.

Crier and Librarian-Thomas M. Fowler.

Tipstaff-Robert D. Ward.

Number of cases commenced, 90.

Number of cases pending, 230.

Number of cases finally disposed of 98.

THE CITT'S POOR,

Record From the Almshouse and Depart ment of Out Door Poor.

The City Almshouse is under the control The City Almshouse is under the control of the Committee of the City Council for the Relief of the Poor, viz.: W. J.-McDowell, chairman; E. P. Reeve, E. M. Noble, George McD. Blake, Even Snead, R. S. Brock, J. T. Ferriter, M. Filmore Seay and John F. Don Levy.

The officers of the institution are Victorian.

The officers of the institution are Richard W. Carter, superintendent; N. B. Grooms, first assistant superintendent; Herman Paul, second assistant superin-tendent; John G. Trevilian, physician in charge; Florence W. Macdougall, matron Number of inmates admitted, discharged and died at the Almshouse from January 1, 1894, to December 20, 1894; Admitted— white males 188, females 101, children 32; Discharged-white males 100, females 89,

children 20; total 269. Died-white males 24, females 11, children 8; total 43.

dren 8; total 43.

Admitted—color d, males 187, females 151, children 45; total 363.

Discharged—colored, males 115, females 116, children 42; total 273. Died-colored, males 45, females 29, children 3; total 77.

Total number remaining: white-males 65, females 48, children 6; total 119, and colored, males 59, females 69, children 7; total 126. Grand total-245, being 15 more than at

the same date last year.

During the year 19 white and 29 colored children were born in the institution; a white and 3 colored children have been adopted, 2 white children placed in the Female Humana Association, 5 colored children placed under the care of St. Joseph's church (colored) of this city, DEPARTMENT OF OUT DOOR POOR.

The Department of Out Door Poor, un der the con'rol of the Committee of the City Council for the Relief of the Poor, has furnished relief to out door poor from January 1, 1894, to December 20, 1894, as Rations—corn meal furnished, 8,304

bushels and 26 pounds; corn meal furnish-ed last year, 5,448 bushels and 40 pounds; increase over least year 2,855 bushels and Wood furnished, 954 cords; wood furn-

ished last year 647 I-2; increase over last year 395 I-2 cords. Coke furnished and paid for by the Committee for the Relief of the Poor but distributed by the ladies of the City Mis-

sion, 35,500 bushels.

Medicine prescriptions from the city dispensaries, exclusive of Medical College, 5,992 prescriptions; furnished last year 5,257; decrease from last year 160.

Number of coffins furnished 242, number furnished last year 214, Increase over last

Number of burials made 241, number made last year 233, increase over last Number of ambulance signals answered 607; number answered last year, 710; de-crease from last year, 34. Of the 607 ambulance calls 256 were for

white people and 411 were for colored people.
Drs. Nicholas J. Worthington and Edward L. Whitteman are the resident

THE POST OFFICE.

physicians in charge.

Record of Uncle Sam's Men Who Look After the Mails.

following is the report from the Postoffice for the year:
Receipts of postal funds from all sources for 1894: Postage stamps, stamped envelopes, postal cards, etc., \$192,047.80; newspaper and periodical postage, \$8,025-\$2, box rents, \$2,983.29; miscellaneous, \$25.69; postal deposits from other offices, \$25,473.63—total, \$229,554.23.

ber 29th, 1894

The whole number of examinations made was 244. Of these 4 were of foetuses, which are excluded from the following summary.

Station "B", 243 east Broad street, sold, \$4,425.29.

Station "B", 243 east Broad street, sold, \$1,761.67.

Sub-Station No. 1, 561 west Main street, sold, \$4,665.60.

Money Order Division: Domestic money orders issued, 15,572; amount of same, \$145.376.79; fees on same, \$1,12.2.6; postal notes issued to July 1, 1894, 4,520; amount of same, \$4,517.33; fees on same, \$12.2.2. International Money Orders paid, 55,681; amount of same, \$45,862.41. Postal Notes paid, 10,592; amount of same, \$15,897.80. fees on same, \$18.777.58. International Money Orders paid, 413; amount of same, \$46,585.65. Domestic Money Orders re-paid, 176; amount of same, \$1,781.63. Surplus funds deposited by Postmasters on account money order business, \$79,786.

Of the above Station "A", 404 west the was one colored of indeterminable sex and one male of indeterminable sex and one male of indeterminable color, and 3 cases in which neither color nor sex could be determined.

The whole number of examinations made was 214. Of these 4 were of foetuses, which are excluded from the following summary.

White-males, 38; females, 8 Colored males, 163; females, 76. In addition there was one colored of indeterminable sex and one male of indeterminable sex could be determined.

The apparent causes of death were as follows: Accidental drowning, 8; infanticide, 7 (all colored); suicide, 9; thy lundarium, 4; morphine, 1; strychnine, 1; plistophine proposal p

business, \$790,786. Of the above Station "A", 404 west Broad street, issued 671 Money Orders; \$5,007.97 amount of same; \$40.99 fees on

Station "B", 2418 east Broad stree issued 258 Money Orders; \$2,490.72 amount of same; \$19.86 fees on same.

Sub-Station No. 1, 591 west Main street, issued 91 Money Orders; \$518.38 amount of same; \$4.97 fees on same.

of same; 34.37 fees on same, Sub-Station No. 2, 997 Louisiana street, Fulton, issued 194 Money Orders; \$383.28 amount of same; 5.41 fees on same. Registered Letter Division: Delivered by carriers, 27.318; delivered at post office, carriers, 27,316; delivered at post office \$1,916; delivered official legters, 15,002-

total, 75,234. Letters and parcels received for trans mission in mails: domestic, 23,776; foreign, 843; parcels, 2,796; official letters, 282—total,

Registered packages received in transit Of the above received for transmission in mails Station "A" received, 66t; Sta-tion "B" received, 285; Sub-Station No. received, 58; Sub-Station No. 2 received,

Number of pieces of mail despatched: Number of pieces of mail despatched: From main office-first-class, 14,257,830; all other, 6,486,754-total, 29,744,584. Sta-tion "A"-first class, 294,187; all other, 90,800-total, 384,967. Station "B"-first-class, 79,015; all other, 25,408-total, 104,423. Total-first class, 14,631,942; all other, Total-first class, 14,63, 6,602,962-total, 21,234,604.

OFFICERS AND CLERKS.

William H. Cullingworth, postmaster:
Lewis D. Crenshaw, Jr., assistant postmaster; Mrs. Annie T. Donnan, general business clerk; Peachy G. Harrison, superintendent money order division; Stephen A. Elleson, Jr., chief clerk money order division; Miss Martha T. Mayo, clesh money crider division; Freklei I. clerk money order division; Ezeklel J.
Levy, superintendent registry division;
G. Roddy Tenser, clerk registry division;
Mrs. C. C. Mera, clerk registry division;
Henry F. Archer, clerk registry division; Arthur W. Lee, stamp clerk; Frank P. Burke, superintendent city delivery Burke, superintendent city delivery; Cabell Thompson, assistant superintendent city delivery; Hay T. Thornton, superintendent station "A;" James D. Redwood, superintendent station "B;" Clinton A. Boyce, general delivery cierk; William Wallace Rowe, box clerk; Samuel Crane, box clerk; James Kane, distribu-William Wallace Rowe, box clerk; Samuel Crane, box clerk; James Kane, distributing clerk; Edward E. Bernard, night stamp and box clerk; William T. Wright, miscellaneous and night distributing clerk; Frank M. Reade, clerk in charge sub-station 1; Robert L. Harrison, clerk in charge sub-station 2; Henry Austin, lamiter.

Rein Men.

MAILING DIVISION.

John G. Fitzgerald, superintendent of mails; Richard C. Bolling, Reuben T. Broaddus, Benjamin C. Brothers, Andrew Broaddus, Benjamin C. Brothers, Andrew J. Brown, William C. Brown, Edward R. Carter, Charles Goodloe, John M. Gordon, R. Emmett Harris, William H. James, William D. Kerns, Charles T. Kirtley, Robert A. Paul, George F. Rowley, Benjamin W. Russell, John W. Sims, George E. Tayloe, Luther M. Turner, Luther H. Weisiger, clerks; Thomas M. Fandley, despatcher of mails.

LETTER CARRIERS.

J. Dudiey Barnett, James H. Barrett, Albert L. Bradley, Augustus C. Brown, Charles B. Brooks, James S. Burke, William H. Burkett, Leroy F. Carter, Moses H. Carter, William G. Cavedo, Charles R. Chiles, John R. Chiles, Edwin P. Colin, Robert L. Curtis, Charles Devoto, Philip Dorsam, R. Bruce Evans, William W. Fleids, Julian F. Green, Andrew J. Guerpillon; George B. Hall, Edward S. Holmes, William E. Hope, James B. Horner, Walter H. Hudson, Reuben J. James, James G. Jennings, Charles Johnson, Jr., J. Wesley Jones, John A. Moore, Loterzo

J. Monroe, Thomas J. McDonald, John H. Nagle, Thomas O'Conner, Andrew McA. Parker, Robert D. Rowlett, William J. Ryan, Adolph J. Schleicher, Charles E. T. Steward, R. Beecher Taylor, Hiram W. Tyler, Walter H. Tyree, Lewis S. Wassmer, Thomas J. Wood, Charles W. Woodward, Jacob F. Wright. J. Monroe, Thomas J. McDonald, John H.

mer. Thomas J. Wood, Charles W. Woodward, Jacob F. Wright.
Stations "A" and "B" and sub-stations
No. 1 and No. 2 were started September
1, 1894.
The sale of postal notes was stopped
July i, 1894.

THE CLIY WATER WORKS, A Statement of the Condition of the Water Supply.

Below is the statement from the Superintendent of the City Water Works for the year 1804; The water works of the city are in fairly good condition, the pumping machinery at the New Pump house, and the steam pump are in good condition. The pumping machiners at the Old Pump house is much worn, and needs constant repairs. Some of the pumps at this station have been in use since 1832, and the machinery generally is of old design and not as efficient as modern style of pumps. In either low or high stages of the river, only about one-half the water these pumps should deliver can be gotten and in very high water, all the wheels are stopped, and the old reservoir has to be filled from the new pumps. It is a most important matter that the pumping machinery should be increased and an addition should be made at the new pump-house of such capacity that the old station could be abandoned, and the whole pumping machinery be consolicated. The city could sell the property at the old pump house for a sum that would go far towards the additions recommended.

If this is not done, it will be necessary to spend quite a sum to repair and improve the old pumps. The only reservence the old pumps while the water-power machinery at both stations is daily and nightly run to its fullest capacity.

The appropriation made to the department at the beginning of the year was \$2,540 and the department has lived within this amount, it having been expended in maintenance, pipe extensions, new house supplies, etc. Permanent improvement was made on the canni hank by building a concrete wall at a cost of \$3,344. This was a much needed piece of work at this location on account of the weakness of the bank, 11,121 lineal feet of pipe wx laid for distribution and 564 house supplies were made. There are now 13,400 taps, and 19,500 taps in use, there is an average daily consumption of water per tap of nearly 1,200 gallons.

During the year 150 water meters have been set, all of which were purchased by the water-takers, making the total number of water num

The complaints about this method of paying for water number about one per cent, and in every instance when parties have had high bills the cause has invariably been traced to a leaking or wasting pipe or fixture. The introduction even of this small number of meters has aided in increasing the pressure in the city, and the pressure gnage shows for the last month, an increase of 2 1-2 pounds. Most of the meters set have been in the higher portions of the city, had they been in the lower pertions, the increase pressure would have been much greater. The revenue derived from this department will be above \$13,200, which does not include the value of \$40,000 of water consumed by the city in all her own departments and fire service. The actal cost of maintenance and repairs will be about \$46,000.

It is most important that additions to the pumps and mains should be made at an early day, unless there shall be a water meter upon everp tap.

Record From the City Coroner During the Year Ju-t Closed.

The following is the record of the City Coroner from January 1st, 1804 to Decem-ber 20th, 1894: The whole number of examinations made was 234. Of these descriptions

There were 122 cases of death attributed of disease, the nature of which in 25 cases ould not be accurately ascertained. Sixty-one cases of stillbirth were intestigated.

vestigated.
Sixteen inquests were held—9 on white persons and 7 on colored.
Forty-rive postmistrem examinations were made.
Ninety-nine persons were buried at the expense of the city—6 white and 183 colored. The incidental expenses incurred amounted to three dollars.

THE PEBILIT CHOOLS,

Wonderful Growth of the System Since The following is a resume of the Richmond public school system for the year 1994:

The following is a resume of the Richmond public school system for 1894:

The Richmond public school system has proven a grand success. Starting in 1893 with \$2 schools and 2,40 scholars, it has grown to be a great public Institution, and now numbers 251 schools and 12,025 pupils. 19 of the schools are for the white pupils, who number 7,131, and 102 for the colored pupils, who number 4,994. Of the teachers 186 are white, and 78 colored.

The schools are controlled by a Board of Trustees, consisting of three members from each of the three districts into which the city is divided. Hon. J. Taylor Ellyson is the chairman of the board, and Hon. William Lovenstein, vice-chairman Mr. William F. Fox is superintendent, and charles P. Rady, clerk and supervisor.

The board mas one high school for white pupils and one for colored pupils, and nine districts schools for white and six for colored pupils. Each building has a principal and an efficient corps of teachers.

There are six night schools taught at springfield, Elba, and Nicholson buildings. These schools have been well patronized during the past year, and are doing a great deal of good.

NEW BUILDING.

NEW BUILDING.

During the past year a handsome and comodious building, with all modern improvements and facilities for school work, was built on the site of the old "Grant Homestead," on Twelffth street, near the Jefferson Davis Mansion, and is now occupied by the Central schol. The Structure cost about \$28,000.

The Richmond High school has had a very successful year, Regular graduates, 71, post graduates, 51, business course graduates, 18, graduates in phonography and typewriting, 11. In the Colored High and Normal school there were 31 graduates.

Ē		Rain	Mean		
i	1894.	fall.	Temp.	Max.	Min.
i	January,	.3.35	45 1-3	60	28
	February,	.4.51	46 1-2	68	24
	March,	.1.21	60	80	34
í	April,		64 2-3	80	42
ı	May	.6.74	77 1-3	92	62
	June,	2.77	. 84	96	51
	July,	.4.59	88	96	76
	August,	.5.12	84	94	70
ı	September,	.6.48	79	94	62
3	October,		67	82	53
3	November,	.1.68	54 2-3	71	26
i	December,	.1.35	52	68	42
ı	The second second				

Average mean temperature for year,

Marse Caen. Dr. R. C. M. Page, of New York, whose name was most favorably considered as the successor of Dr. Dabney at the University of Virginia, was in the city on Saturday, having come down to escort a sick relative.

Dr. Page distinguished himself as a Major of Artillery during the war, and it was his name, Channing, which suggested the title to the story "Marse Chan," to his cousin, Dr. Thomas Nelson Page.

THE REVENUE COLLECTOR. Record of the Second District of Virginia

During the Year, The figures below show the work of the revenue collector for the Second district of Virginia during the year:

1881	Collected on List.	Peer Stamps.	Spirit Stamps.	Cigar Stampe.	Cigarette Stamps.	Snott C'amps.	Tobscoo Stamps	Special Tax.	Card Stamps.	Total
DOATY		e	\$3,400 20		\$33,085 OI	\$276 00	62, 109'6 '8	10 7613		9 -139,0
bruary		1.181	-		2:,011 :5	363 00	86,531 45	20 102		1247
roll.		2 081	т.		17,837 75	189 0	30, 108,56	402 (4)		133,1
1		1,919			29,294 03	00 00	76,634 34	35 55		1981
y		2.631	-		19.75% 8	425 04	72,273 94	100 100		1.9.1
ne.		31,533	-		33,815 65	212 00	69.767 55	11,320 09	**********	135.0
14		2,031	-		42,832 55	270 60	65,678 10	24,851 84	79.	155
ugust.		2.20	-		45,581 90	426 87	26 994NL	2,767 41	-	139.4
prember		2,223	-		34,357 57	280 50	OE 500-12	1,633 60	-	100.
tober		1.896	-		42,271 51	物力	17,385 DA	1,891 78		152.
vember	272 79	1.4 6 8	1 9 70	14,398 46	\$2450 B	25 155	2 Sept 2	21 00012	18 90	111.511
		-				1	1		4	
Totals	1,275 17	19.835 00	\$18,547 40 11,262 90	26 1,269 74	\$379,113 01	1,767 32	\$21,240 74 221,240 74	47,512 78	61,473 30	1,613,037
ere'se-1'94	1.337 3:	16 129 2	7,384 50	•27, 268 23	85,179 27	2,318 36	\$11.197 (9)	\$367 SS		\$4,043

Collections estimated for last half of December.
Of the above total there was collected at Richmond \$1,419,539 Pt; at Petersburg, \$201,-572.17; at Norfolk, \$20,832. Total, \$1,646,143,321

CITY GAS WORKS. Statement of the Operations of This De-The following statement shows the

operation of the City Gas Works for the year ending December 31, 1894. made consumed cubic 18,376,945 18,637,500 18,000,583 10,410,913 11,613,172 13,128,981

Total quantity of coal used in the manufacture of this gas was 5.717 tons; total quantity of coke used 8.379.670 pounds; 00.00 hushels.

Meters in use 6,999.75, meters out of use 1,425, introduced for new consumers 327, Street mains laid to date 79 miles 709 feet. Street lamps to date 1,659.

There have been put in for new consumers 313 service pipes; renewed 228 of standard and street are street.

past year consist of a new purifying house 81 by 64 feet, containing four puri-fiers 32 by 24 by 4 feet 6 inches, with im-

proved dry center seal; one oil tank of 25,000 gailons capacity; one 25-horse-power stationary engine, and one No. 8 Sturlevant pressure blower. The water-gas plan water-gas plant has been in successful operation for fourteen months, and it has proven to be Council the wisdom of making the appropriation for its erection. It has not only cheapened the make of gas, but has given to the consumer a better gas for 20 per cent, less than they formerly paid.

JUSTICE JOHN'S COURT,

The Wheelwright case Called and Dis-missed at the Request of Completions. The case of John Wheelwright, charged with threatening the life of his wife, Mrs. L. I. Wheelwright, was called in Mrs. L. I. Wheelwright, was called in the Pólice Court, before Justice Crutch-field, yesterday morning. At the request of Major A. R. Courtney, counsel for Mrs. Wheelwright, and with the consect of the Commonwelath's-Attorney, the case was dismissed. Mr. Courtney stated that as counsel for the lady he had filed a bill of separation in the Law and Equity Court, and that tribunal would afford her protection until the case was decided. The grounds upon which the suit is based are cruelty, fear of bodily injury, abandonment and desertion. Mr. C. V. Meredith, the husband's counsel, opposed the motion to dismiss. He said Mr. Wheelwright had just reasons for visiting his wife at the time he was arrested and it would be only simple justics to give him a chance to vindicate himself. It was reported yesterday that Mr. Wheelwright would institute suit for absolute divorce.

Wheelwright would institute sint for acsolute divorce.

William Leaman was fined \$11.50 for being disorderly in the bar-room of A.
Gerolami, while a charge of assault and
battery preferred against the barkeeper
by Leaman, was dismissed.

Lewis Gray (colored) was fined \$5 and
costs for assaulting and cursing A. Waldhauer.

bauer.
M. R. Davis, charged with assaulting and abusing Mrs. M. R. Davis on the street, was discharged on payment of costs.
W. C. Robinson, against whom Mrs. L.

Costs.

W. C. Robinson, against whom Mrs. L. R. Lobinson had preferred a similar charge, paid the costs and was discharged Charles Jenkins (colored) will have a hearing to-day on the charge of trespassing on the premises of, cursing and abusing Robert Brown.

J. T. Jackson, who was charged with being a person of unsound mind, was turned over to the City Sergeant to await an examination by a commission.

The Wednesday Club,

The Wednesday Club's regular rehear-al for this week takes place at the M. C. A. Hall on to-morrow night. the "Crucifixion" will be taken up for

OFFICE OF LEVY & DAVIS, Richmond, Va., April 7, 1863. John B. Cary, General Agent Northwest-ern Life Insurance Company: Dear Colonel,—I have found the state-ment that I had misplaced, and upon reading it over I must say that I am surprised to see so large an accumulation on my policy, No. 1006. Why, if I live about three years more it will have loubled the original amount of the solicy.

doubled the original amount of policy.

The result of other insurances in the Northwestern are equally as satisfactory, it regret that my physical condition prevents me from taking another policy in your company. Were it not so I would have a policy cancelled in another company and place the amount with you. With best wishes for you and the Northwestern, I remain a firm believer in life insurance.

Yours truly,

ABRAHAM LEVY.

The policy above referred to was issued by the Northwestern Mutual in August, 1861, on the whole life plan for \$1.900 at an annual premium of \$23.92. The results to uate (December, 1890) are as follows:

34 payments (1861 to 1894) of \$22.02. \$ 782.68

Less cash dividends to 1879. 36.79

Total outlay in 34 years .. Total payments to beneficiary.. \$1,864 60 Estimated cash dividend, August,

In December, 1864, Mr. Levy took out a ten-payment Life Policy for \$2,000, at an annual premium of \$101.19, which was PAID IN FULL AT A TOTAL COST OF \$72.79, on which cash dividends have since been paid to the amount of \$1.1.33, thus reducing the cash outlay on \$2,000 insurance to \$251.29.

He subsequently took out two additional policies in the Northwestern, thus confirming the opinion expressed in 1878, that he regarded "the NORTHWESTERN AS THE BEST COMPANY IN THE COUNTRY."

For further information in regard to the

For further information in regard to the For further internal Northwestern, address Northwestern, address Northwestern, JOHN B. CARY & SON, General Agents for va. and N. C., Richmond, .a.

Parties having money to lend can find short or long-time real estate notes, with good rates of interest, by applying to us. THE FINANCE TRADING COMPANY. When so many people are taking and deriving benefit from Hood's Sarsaparilia, why don't you try it yourself? It will build you up. Hoou's Sarsaparilia will make you strong.

Hood's Pills are the best after-dinner pills, assist digestion, cure headache. 25c. a box.

We will allow 4 per cent, interest on money deposited with us, either short or long time. THE FINANCE TRADING COMPANY.

1894 No. 4

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five awards made to duplicating ma-Use I and en orsed by over a hundred branches of the Y M. C. A. It should be used by svery tranch and all associations. Invaluable for sending out circulars, notices, programmes std. Send for circular specimens of work.

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